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HAMILTON TRANSPORTATION STRATEGY
STUDY. - WORK PROGRAM

Hamilton Transit Study Committee

October 31, 1972

Mr. R. J. Desjardins
Traffic Commissioner
City of Hamilton
City Hall
Hamilton, Ontario

Dear Mr. Desjardins:

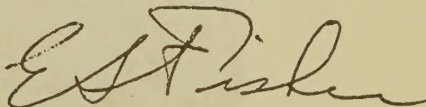
Hamilton Transportation Strategy Study

Attached is a copy of the work program for the remainder of the Study. Copies of this work program are being forwarded to the members of the Study Committee and the working group for the Study.

This program was reviewed in detail with the working group at its meetings on October 23 and 30, 1972. The working group is in agreement with the content, timing and assignment of the tasks in the program. We therefore recommend that the Study Committee adopt this program as the basis for completing the Strategy Study.

Yours truly

KATES, PEAT, MARWICK & CO.



E. S. Fisher
Project Manager

ESF/mm
Encl.

cc: Messrs. R. Ballantine
R. Bailey ✓
W. Wheten
G. McCarthy
G. Pilpe
C. Brenner
C. Hennum

HAMILTON TRANSPORTATION STRATEGY STUDY

WORK PROGRAM SUMMARY October 1972 - January 1973

<u>Task</u>	<u>Responsibility</u>	<u>Completion Date</u>
1. Airport Discussion Paper	KPM	Dec. 14/72
2. Appraise the Capability of the Existing Transportation System	City Traffic Department	Nov. 3/72
3. TARMS Demand Projections	MTC Common Devel. Trends	Nov. 6/72 Nov. 20/72
4. Project Alternative Demand Levels (9 Concepts for Year 2000 and Common Development)	KPM	Oct. 27/72
5. Screenline Analyses		
(a) 9 Concepts for Year 2000 and Common Development		Nov. 3/72
(b) TARMS Demand Projections-Trends and Common Development	Traffic Department	Nov. 30/72
6. Water and Sewer Implications	Engineering	Nov. 10/72
7. Discussion Paper on "The Impact of Regional Growth on Future Transportation Demand in the City of Hamilton"	Joint Team	Nov. 10/72
8. Commercial Vehicle Projections and Analysis	Traffic	Nov. 30/72
9. Assess Possible Changes in Travel Habits	KPM	Dec. 30/72
10. Cost Analyses	KPM	Jan. 15/73
11. Economic and Financial Implications	KPM	Jan. 15/73
12. Social and Environmental Implications	Planning	Jan. 15/73
13. Discussion Paper on Public Involvement Program	KPM	Dec. 7/72
14. Draft Report	Joint Team	Jan. 30/73
15. Presentations	Joint Team	Mar. 7/73
16. Final Report	Joint Team	Apr. 30/73

TASK 1 - AIRPORT DISCUSSION PAPER

DESCRIPTION

This paper will indicate the implications of civil aviation trends on the development of the City's transportation system. These implications relate mainly to airport access, but the future impact of airport development will be considered in general terms. It will be assumed that Hamilton Airport will be expanded in accordance with the plan recently approved by the City Council.

RESPONSIBILITY: KPM

COMPLETION DATE: December 14, 1972

TASK 2 - APPRAISE THE CAPABILITY OF THE EXISTING TRANSPORTATION SYSTEM

DESCRIPTION

The purpose of this task is to indicate the capability of the existing urban transportation system to meet future growth of demand. The system capability will be identified for each screenline.

The measures which will be used for expressing capability are:

- number of lanes by class of road
- equivalent capacity in passenger car units and person trips
- transit capacity in person trips
- parking capacity in the C.B.D. and in the Bayfront Industrial Area.

In developing this information consideration will be given to expressing capability in terms of two levels of service for transit and roads. For instance, two levels of transit service would be seats, and seats times 1.50.

Another factor which will be considered is the potential increase in capability which could be realized through operational improvements such as removal of curb parking or centralized traffic control.

This task will be carried out by the Traffic Department. The Department will be considering the above factors in developing the estimates. The Department will be relying heavily on its experience and knowledge of the transportation system in this task. In addition to the capability estimates, the output of this task should include a summary by screenline of the existing traffic flow across each screenline by category, i.e. cars, trucks, buses, auto drivers and passengers, transit passengers for the P.M. peak hour.

RESPONSIBILITY: Traffic Department

COMPLETION DATE: November 3, 1972

TASK 3 - TARMS DEMAND PROJECTIONS

DESCRIPTION

The TARMS model is being used to generate the basic person trips demand forecasts for the Strategy Study.

Two forecasts are being developed as follows:

- the year 2000 Trends project
- the year 2000 common development projection.

The City and the consultants have submitted all of the input required for these two forecasts. The MTC is refining its methodology for projecting external trips in order to carry out these two forecasts.

It is possible that an additional forecast will be requested following an analysis of the demand projections and their implications. The need and the time frame for such a forecast cannot be established at this time but this forecast should be considered in long-range work planning.

RESPONSIBILITY: MTC

COMPLETION DATE: November 6, 1972 - Common Development
November 20 1972 - Trends

TASK 4 - PROJECT ALTERNATIVE DEMAND LEVELS

DESCRIPTION

Nine alternative allocations of people and jobs have been identified for the year 2000. The development common to these nine cases has also been identified. These alternatives represent extreme cases in terms of geographic distribution and densities. This task is

aimed at identifying the relative impacts of these extreme cases on the future travel demand levels in the City.

A macro-model has been developed to enable a rough comparison of the year 2000 person trip demand levels in the City. This macro-model is being applied to the Trends and Common Development cases as well as to the alternative allocations of people and jobs that have been identified. By this means, the detailed forecasts developed in Task 3 above can be compared with the rough model projections.

It may be found that some of the extreme allocations of people and jobs deserve more detailed study because of the significance of their potential impacts on demand levels. These detailed studies would form part of the continuing program of transportation analyses after the completion of the Strategy Study. These detailed studies could include full TARMS runs and possibly some macro-model runs of people/job allocations that fall between the extreme cases identified in the Strategy Study.

RESPONSIBILITY: KPM

COMPLETION DATE: October 27, 1972

TASK 5 - SCREENLINE ANALYSES

DESCRIPTION

The aim of this task is to analyze the outputs of the TARMS and macro-models in order to identify the significance of alternative people/job allocations on future transportation demand in the City.

The output from each TARMS and macro-model run will be summarized for each screenline. These summarized demand projections will then be compared with each other and with the existing demand levels and system capabilities determined in Task 2. By this means, the range of the demand forecasts at each screenline can be established, the associated ranges of growth rates and factors can be calculated, as well as the ranges of capacity deficiency.

This task is basically data processing in nature and the main effort should be carried out by City technicians. The results should be fully tabulated and well-designed maps will be required to summarize the findings.

RESPONSIBILITY: Traffic Department

COMPLETION DATE: November 3, 1972 for macro-model results

November 30, 1972 - TARMS Demand Projections-Trends and Common Development.

TASK 6 - WATER AND SEWER IMPLICATIONS

DESCRIPTION

A general assessment will be made of the servicing implications associated with each alternative population/employment concept. As in the other tasks, the basis of comparison will be the Trends Projection case. The aim of the assessment will be to determine, from a servicing standpoint, the relative feasibility, desirability and probability of each concept, particularly from the viewpoint of the City of Hamilton.

This task will be carried out in full by the City Engineering Department. The output of the task should include

- a general description of the servicing required for the Trends case
- an order of magnitude indication of the capital and operating costs for servicing the Trends case
- a general description of the major differences in the servicing facilities required for the Trends case and each of the other concepts
- a rough indication of the cost implications of each concept (relative to Trends)
- a discussion of the specific implications to the City of Hamilton such as agreements with other municipalities and the City's share of the projected costs
- a discussion of any major servicing problems associated with any concept e.g. pollution of 20-mile Creek.

RESPONSIBILITY: Engineering Department

COMPLETION DATE: November 10, 1972

TASK 7 - DISCUSSION PAPER ON THE IMPACT
OF REGIONAL GROWTH ON FUTURE TRANSPORTATION DEMAND
IN THE CITY OF HAMILTON

DESCRIPTION

The first part of this paper has been drafted. It describes the identification of the population/employment concepts.

The second part of the paper will describe the findings of

Tasks 2, 3, 4, 5 and 6. The paper will be reviewed by the Study Committee and the Citizens Committee on November 16, 1972.

RESPONSIBILITY: Joint Team as per Tasks 2 - 6

COMPLETION DATE: November 10, 1972 (Expanded Draft)

TASK 8 - COMMERCIAL VEHICLE PROJECTIONS AND ANALYSIS

DESCRIPTION

The aim of this task is to provide a basis for assessing the implications of the alternative population/employment concepts on truck movements in the City of Hamilton. The projections will be based on the information in the Traffic Department and past research such as HATS or studies in other cities.

Rough projections will be made of the truck trips production and attraction in the City and the surrounding area. These projections will be compared with existing growth rates. The implication of the future increases in truck travel will then be reviewed by the concept.

The implications and a summary of the analysis will be presented in a short paper. Reference will be made to the City's truck route planning program and its relationship to the Strategy Study.

RESPONSIBILITY: Traffic Department

COMPLETION DATE: November 30, 1972

TASK 9 - ASSESS POSSIBLE CHANGES IN TRAVEL HABITSDESCRIPTION

The aim of this task is to make a general assessment of the factors that could affect future trip generation rates and travel patterns. These factors include

- staggered work hours
- shorter work weeks
- car ownership
- car occupancy
- vehicle size
- modal split
- parking rates
- road user pricing
- new transportation and communications technology.

The assessment will be qualitative but some quantitative examples of impacts will be made based on the tarms equations, and information in the literature.

RESPONSIBILITY: KPM

COMPLETION DATE: December 30, 1972

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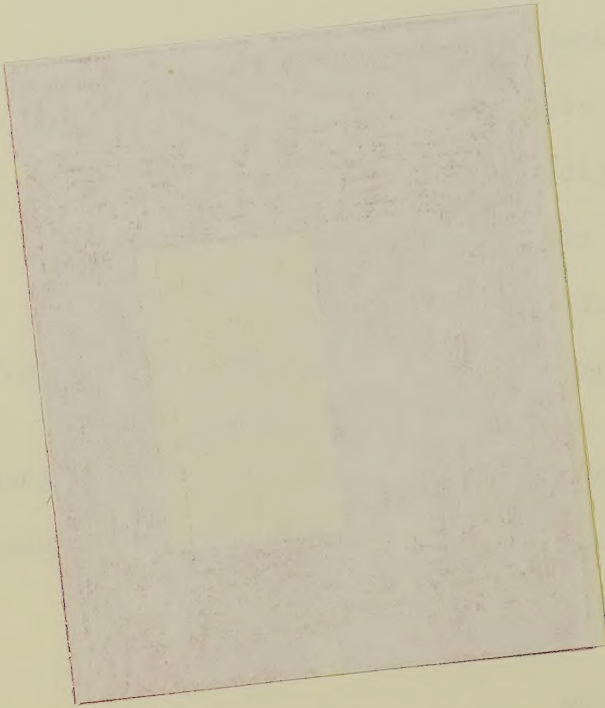
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TASK 10 - COST ANALYSIS

DESCRIPTION

The purpose of this task is to develop information on the order of magnitude costs that would be involved in meeting the ranges of capacity deficiency identified in Task 5 - Corridor Analysis.

The types of transportation systems that could be suitable for the alternative population/employment concepts will be identified in broad terms, eg. mass transit, bus transit, car oriented systems. Rough estimates of system dimensions would be made based on the corridor analysis, eg. 30-50 miles of arterial lane, 5-10 miles of subway. Unit cost ranges would be estimated for each type of system, eg. \$200,000 - \$300,000 per arterial mile. These ranges would be applied to obtain rough estimates of system development costs. Rough estimates will also be made of operating cost ranges and the cost of reconstructing existing roads.

A specimen discounted cash flow analysis will be made to indicate relative cost implications.

RESPONSIBILITY: KPM

COMPLETION DATE: January 15, 1973

TASK 11 - ECONOMIC AND FINANCIAL IMPLICATIONS

DESCRIPTION

This task will involve a review of past expenditures on transportation and trunk services in the City, and an assessment of the approximate amount of cost recovery. The cost analysis in Task 10 will then be analyzed to assess the general financial implications of alternative transportation strategies to the City in the future. These implications will be discussed in terms of maximum cash outlay, borrowing requirements, possible cost sharing, and possible levels of subsidy.

Some consideration will be given to potential economic benefits such as the possible benefits of transit services to the commercial and industrial areas in the City, (e.g. reduced parked space requirements).

RESPONSIBILITY: KPM

COMPLETION DATE: January 15, 1973

TASK 12 - SOCIAL AND ENVIRONMENTAL CONSIDERATIONS

DESCRIPTION

This task will be aimed at identifying significant factors which should be considered in the public review and policy deliberations which will follow the Strategy Study. Such factors include the implications

of transportation strategies on quality of life, preservation of natural areas, and community structure.

RESPONSIBILITY: Planning

COMPLETION DATE: January 15, 1973

TASK 13 - DISCUSSION PAPER ON PUBLIC INVOLVEMENT PROGRAM

DESCRIPTION

The aim of this task is to prepare a proposal for structuring and carrying out the public review and policy deliberation phase of the information developed in the Strategy Study. This task will be carried out along the lines agreed on at the Study Committee meeting on October 12, 1972.

RESPONSIBILITY: KPM

COMPLETION DATE: December 7, 1972

TASK 14 - DRAFT REPORT

DESCRIPTION

The aim of the draft report is to present information on the basic choices of the City of Hamilton with respect to its possible transportation strategies. The draft report then must identify the main issues and structure the information on these issues in a form

suitable for public review.

RESPONSIBILITY: Joint Team

COMPLETION DATE: January 30, 1973

TASK 15 - PRESENTATIONS

DESCRIPTION

This task includes meetings with the Citizens Committee and other groups, including the initial review of the draft report. There is a consulting budget for this task to assist the City with such presentations to the extent that the budget permits.

RESPONSIBILITY: Joint Team

COMPLETION DATE: March 7, 1973

TASK 16 - FINAL REPORT

DESCRIPTION

Following the initial review of the draft report, a final report will be printed for wider distribution to the public. It is intended that the final revisions to the draft report will be mainly aimed at improving the effectiveness of the presentation and not at expanding the technical content.

RESPONSIBILITY: Joint Team

COMPLETION DATE: April 30, 1973

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